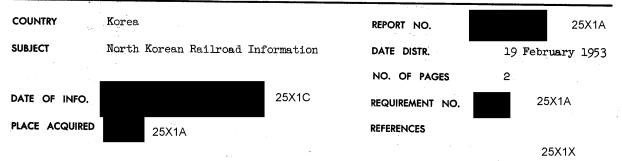
## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

# SECRET SECURITY INFORMATION





#### The 1 Brigade of the Railroad Recovery Bureau

1. Between February and September 1952 the strength of the 1 Brigade, Railroad Recovery Bureau, also called the 584 Unit, was increased from 1,500 men to 2,500 men.

#### The 2 Brigade of the Railroad Recovery Bureau

2. In early September the headquarters of the 2 Brigade, Railroad Recovery Bureau, also called the 593 Unit, was in a dugout at CV-735221, near Hamhung (N 39\*54, E 127-32) (CV-7517). The brigade, commanded by Major General CHON Tok-cho, included a rear service bureau, a political bureau, and a staff bureau. The rear service bureau included provisions and clothing sections. The political bureau included a chairman for the North Korean Labor Party, a chairman for the Democratic Youth Alliance Committee, and a propagandist. The staff bureau included the staff personnel, ordnance, finance, confidential, and rank and file sections; and the technical, water supply, and transportation companies. The technical company was in three tile-roofed houses at Hungsang-ni (N 39-56, E 127-31) (CV-7321). It was organized into four platoons. The 1 Platoon was a lathe unit, the 2 Platoon an assembly unit, the 3 Platoon a foundry unit, and the 4 Platoon a carpentry unit. The equipment included four

SECRET

- 2 -



25X1A

lathes, one foundry, one circular saw, and other tools. The company made 200 ties, 3 trolleys, and other parts every day. The water supply company was in three barrack-style shelters at CV-734210, near Hungsang-ni. It maintained water supply facilities at railroad installations. The transportation company was in private houses at Hungsang-ni. It transported supplies for the brigade.

#### Locomotive Maintenance Shop in Sop'yongyang

3. In early September the repairs on the locomotive maintenance shop attached to the Sop'yongyang (N 39-02, E 125-45) (YD-3824) marshaling yard were completed and the shop was to have been reopened by mid-October 1952. The repairs were made necessary by the United Nations bombing on 16 June 1952.

### Locomotive Maintenance Shop on the Hamgyong Main Line

4. On 15 October a locomotive maintenance shop was in a new tunnel, 840 meters long, which was parallel to and 8 meters southwest of the old Hamgyong Main Line tunnel extending from CV-999183 to CV-996188, south of Sanggot'al (N 39-55, E 127-49) (CV-9919). The shop was established by the Hamhung Rail-road Department. Thirty skilled technicians and fifty unskilled workers operated the shop in shifts on a 24-hour basis. The shop was capable of repairing 8 locomotives at one time in addition to parking 8 more. When repairs were completed on a locomotive, it was moved from the shop tunnel to the Hamgyong Main Line tunnel beside it or to another tunnel at CV-989167, near T'ocjo (N 39-54, E 127-47) (CV-9617). The shop tunnel was reinforced with concrete at the southern end; the northern end was not completed and was still supported by wooden beams. It was ventilated by 4 ventilators, each with a diameter of 40 centimeters.

25X1A

on the North Korean Railroad Ministry and its subordinate units including the 584 Unit and the 593 Unit.

SECRET